

Message Text

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ORIGIN EB-07

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DRAFTED BY EB/OA/AVP:JSGRAVATT:FAA:JHSHAFFER:JO

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FM SECSTATE WASHDC

TO AMCONSUL MONTREAL IMMEDIATE

INFO AMEMBASSY LONDON IMMEDIATE

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MONTREAL FOR US REP ICAO; LONDON FOR BILLER/STYLES

E.O. 11652: N/A

TAGS: EAIR, ICAO, PORG, UK

SUBJECT: ICAO MLS PROBLEM

REF : STATE 299537

FOLLOWING IS TEXT OF DEC. 9 FAA LETTER TO MCWIGGAN
MENTIONED IN PARA 7, REFTEL:

QUOTE: DEAR TOM:

WE ARE WRITING TO YOU CONCERNING THE PROPOSED AGREEMENT
FOR TESTING A DOPPLER MLS SYSTEM SIGNED BY YOU
NOVEMBER 19TH. THIS MATTER HAS ALSO BEEN THE SUBJECT
OF CORRESPONDENCE BETWEEN OURSELVES AND MR. WILLIAM
CODNER OF THE BRITISH EMBASSY. BEFORE SIGNING AN
AGREEMENT, WE WISH TO BE CERTAIN THAT THERE IS NO
MISUNDERSTANDING ABOUT THE PURPOSES AND OBJECTIVES OF
THE TEST.

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ORIGINALLY, WE UNDERSTOOD THAT THE TEST WAS TO "DISPROVE" THE U.S. CLAIMS MADE AT THE HAGUE MEETING OF WORKING GROUP A THAT DMLS WAS VERY SUSCEPTIBLE TO MULTIPATH CONTAMINATION IN CERTAIN SITUATIONS. CERTAINLY WITH THE DMLS DESIGN CHANGES WHICH HAVE BEEN INCORPORATED TO

SPECIFICALLY MITIGATE THIS PROBLEM, THE ORIGINAL CLAIMS HAVE BEEN SUBSTANTIATED WITH THE RESULT THAT THE TEST PURPOSE HAS CHANGED SOMEWHAT.

AT THE TIME THE TEST PROGRAM WAS DISCUSSED IN LONDON, WE UNDERSTOOD THAT THE MAIN PURPOSE OF THE TEST WAS TO ESTABLISH THE EXTENT OF THE DOPPLER MULTIPATH PROBLEM WHICH STILL REMAINS AND TO CORRELATE THE RESULTS WE MIGHT OBTAIN WITH THE SIMULATION PROGRAM RESULTS PROVIDED BY LINCOLN LABORATORY. WE DID NOT THEN AND DO NOT NOW THINK THAT THE TESTING PROCESS SHOULD INFLUENCE THE ICAO TIMETABLE FOR SELECTION OF AN MLS, AND THIS POSITION WAS CONVEYED IN OUR LETTER OF OCTOBER 11 TO MR. CODNER. WE KNOW YOU RECOGNIZE THAT THE MAJOR ADVANTAGE OF MLS OVER ILS IS THE INHERENT DIFFICULTY IN SITE PREPARATION FOR ILS. OUR INFORMATION INDICATES THAT THE DMLS PERFORMANCE PROBLEMS IN MULTIPATH CAN BE SERIOUS DEPENDING ON THE SITE CONDITIONS. EVEN IF LIMITED SITE TESTING WERE TO SHOW THAT THE DMLS MULTIPATH ERROR MECHANISM IS NOT SIGNIFICANT AT THE SELECTED SITES, THE EXISTENCE OF THE ERROR MECHANISM ALONE IS A FACTOR THAT CAN INHIBIT UNIVERSAL IMPLEMENTATION OF DMLS AND RESTRICT CERTAIN BUILDING CONSTRUCTION IN AND AROUND AIRPORTS.

WE ALL AGREE, AS DOES THE AWOP MULTIPATH SUBGROUP, THAT MULTIPATH TESTING UNDER ACTUAL ON-SITE CONDITIONS IS EXTREMELY DIFFICULT. WHILE WE SUPPORT LIVE TESTING WHERE IT IS MEANINGFUL, WE AGREE WITH THE AWOP SUBGROUP THAT SIMULATION IS THE ONLY CONCLUSIVE WAY OF MAKING MEANINGFUL COMPARISONS. THUS, WHILE WE WISH TO BE COOPERATIVE IN ASSISTING YOU IN ASCERTAINING AS FULLY AS POSSIBLE THE CAPABILITY OF THE DMLS AND THE PARAMETERS OF THE MULTIPATH PROBLEM, WE DOUBT THAT THE LIMITED LIMITED OFFICIAL USE

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SCOPE OF THE TEST WOULD PERMIT IT TO BE USEFUL.

RECENT INITIATIVES BY YOUR GOVERNMENT IN ICAO HAVE SUGGESTED THAT THE U.S. AGREED THAT THE TEST WOULD INCLUDE (BEGIN UNDERLINE) COMPARATIVE (END UNDERLINE) SITE TESTING OF THE DOPPLER AND TRSB SYSTEMS. WE HAVE NEVER ENVISIONED THAT TO BE THE CASE. THE COMPARATIVE ASSESSMENT OF THE MLS TECHNIQUES HAS BEEN THE PRINCIPAL

ACTIVITY AWOP HAS BEEN ENGAGED IN. IT IS SUPPORTED BY
FIELD DATA SUPPLIED BY ALL COUNTRIES PROPOSING SYSTEMS
AND ALL THOSE TAKING PART IN THE ASSESSMENTS. THIS
DATA HAS BEEN ACCEPTED BY AWOP.

FINALLY, WE HAVE A NATIONAL NEED TO IMPLEMENT MLS TO
MEET CERTAIN URGENT REQUIREMENTS AT THE EARLIEST POSSIBLE

TIME. THIS HAS LED US CONSISTENTLY TO ENDORSE THE ICAO
TIMETABLE.

WE WOULD LIKE TO UNDERTAKE ANY TESTING OF THE DOPPLER
SYSTEM IN A COOPERATIVE ATMOSPHERE, BUT WITH THE CLEAR
UNDERSTANDING THAT IT BE DONE OUTSIDE THE ICAO PROCESS,
AND WITH NO INTENTION OF EXTENDING THE ICAO TIMETABLE.
WE LOOK FORWARD TO RECEIVING YOUR VIEWS ON THIS MATTER
AND HOPE AN UNDERSTANDING CAN BE REACHED SO THAT A
MEANINGFUL PROGRAM CAN PROCEED.

SINCERELY,

A.P. ALBRECHT
ACTING ASSOCIATE ADMINISTRATOR FOR
ENGINEERING AND DEVELOPMENT UNQUOTE

ABOVE IS FYI. LETTER AIR MAILED TO MCWIGGAN DEC. 9. ROBINSON

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